

**IMMEDIATE**  
10.1

**SECRET**  
(When Filled In)

FILE INFO

|                 |   |                         |    |    |  |              |  |
|-----------------|---|-------------------------|----|----|--|--------------|--|
| 13 SEP 71 75371 |   | REPRODUCTION PROHIBITED |    |    |  | 13 SEP 71 20 |  |
| ACTION          | 1 | 6                       | 11 | 16 |  |              |  |
|                 | 2 | 7                       | 12 | 17 |  |              |  |
|                 | 3 | 8                       | 13 | 18 |  |              |  |
|                 | 4 | 9                       | 14 | 19 |  |              |  |
|                 | 5 | 10                      | 15 | 20 |  |              |  |

SECRET 132017Z SEP 71 CITE [ ] 1022

25X1A

IMMEDIATE [ ]

25X1A

IDEALIST [ ]

25X1A

REF [ ] 1014, 13 SEP 71

25X1A

SUBJ: SUPL NO. 1 TO U2R INCIDENT

11. [ ] DEPARTED ON A LOCAL U2 TRANSITION FLIGHT  
WITH 588 GALS FUEL. TAKEOFF WAS UNEVENTFUL FROM [ ]  
RUNWAY. SFO PRACTICE WAS CONDUCTED UNTIL TOTAL FUEL RE-  
MAINING WAS BELOW 400 GALS AT WHICH TIME TOUCH AND GO LANDING  
PRACTICE WAS TO BEGIN. [ ] ELECTED TO MAKE A GO  
AROUND ON HIS FIRST APPROACH AND FUEL BALANCE WAS RECHECKED.  
SOME TRANSFER OF FUEL HAD TAKEN PLACE AND WAS DISCUSSED  
BETWEEN THE MOBILE IP AND [ ] ON THE FIRST TOUCH  
AND GO TWO OR THREE VERY SLIGHT SKIPS OCCURED AND THE LEFT  
WING SLOWLY WENT DOWN. THE TAIL GEAR OF THE ARTICLE WAS  
ALLOWED TO LEAVE THE GROUND AND THE AIRCRAFT SLOWLY BEGAN  
A LEFT TURN OFF OF THE RUNWAY (RUNWAY 24 NORTH BASE).

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DURIGN THIS PHASE, AND AT THE INSISTANCE OF THE MOBILE IP,

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[ ] THE TAIL WAS BROUGHT DOWN. THE LEFT WING  
HOWEVER WAS NEVER RAISED AS INSTRUCTED AND THE AIRCRAFT CONTINUED TO

**ADVANCE COPY**

CC WX RB

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THE LEFT AND DEPARTED THE RUNWAY. THE ENGINE WAS STOP-  
 COCKED AND THE AIRCRAFT CAME TO REST APPROXIMATELY 400  
 FEET FROM THE RUNWAY ON A HEADING OF APPROXIMATELY 180  
 DEGREES.  WAS EXCITED BUT WAS IN GOOD CONTROL  
 EMOTIONALLY.

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16. A. WILL BE SUBMITTED IN SEPARATE MESSAGE

B. ARTICLE MOVED TO RAMP AREA. PRESENTLY  
 UNDERGOING INSPECTION.

C. N/A

D. NONE

E. NONE

F. NONE

G. CHANGE ALL REFERENCE TO  IN PRE-  
 LIMINARY REPORT TO  (NO. 36 SUBMITTED IN  
 ERROR).

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S E C R E T

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